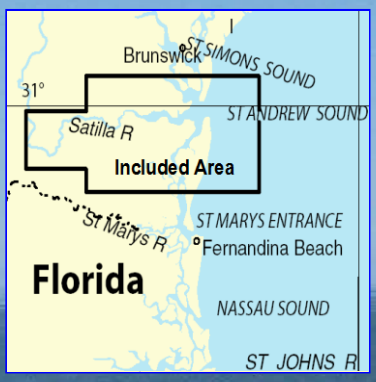
BookletChart™

St. Andrew Sound and Satilla River

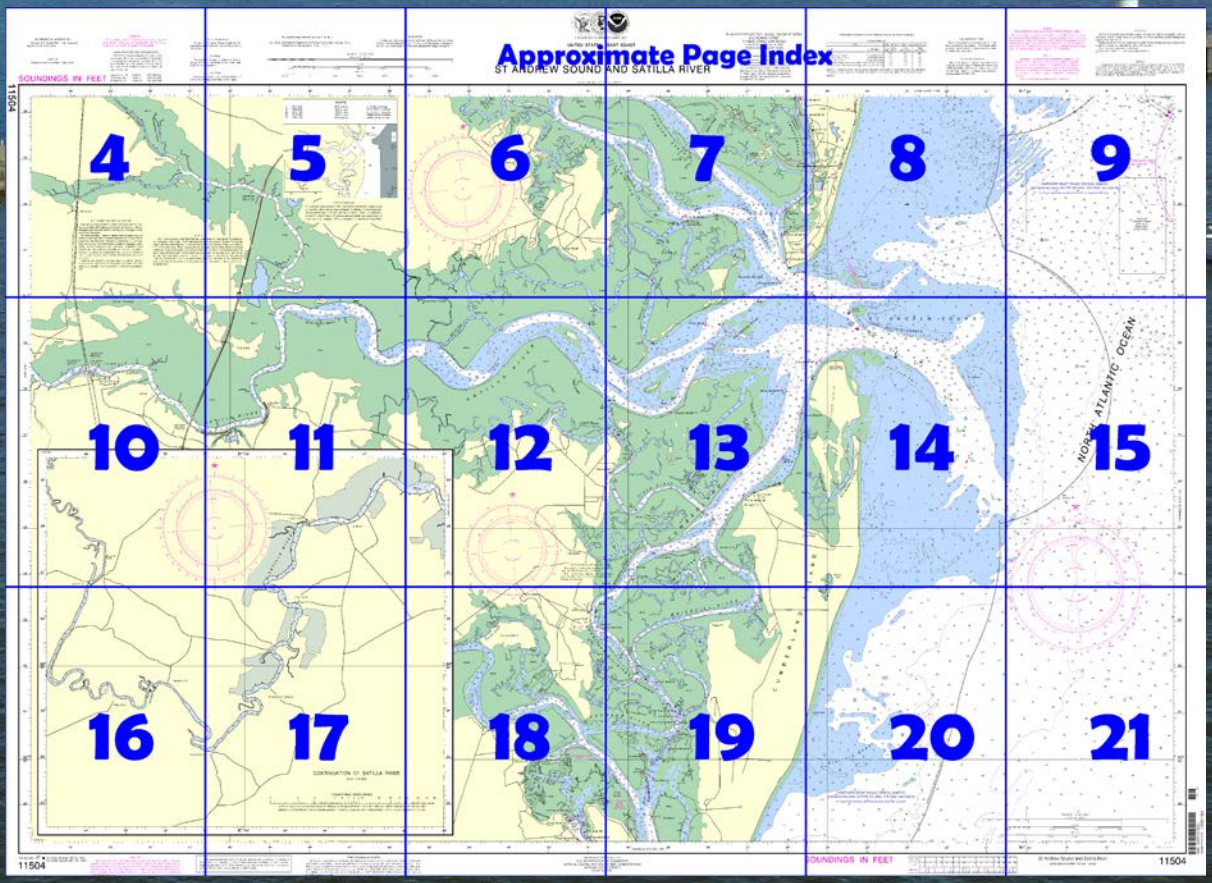
NOAA Chart 11504

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

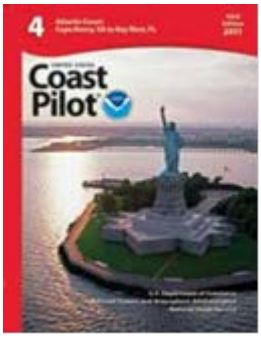
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11504

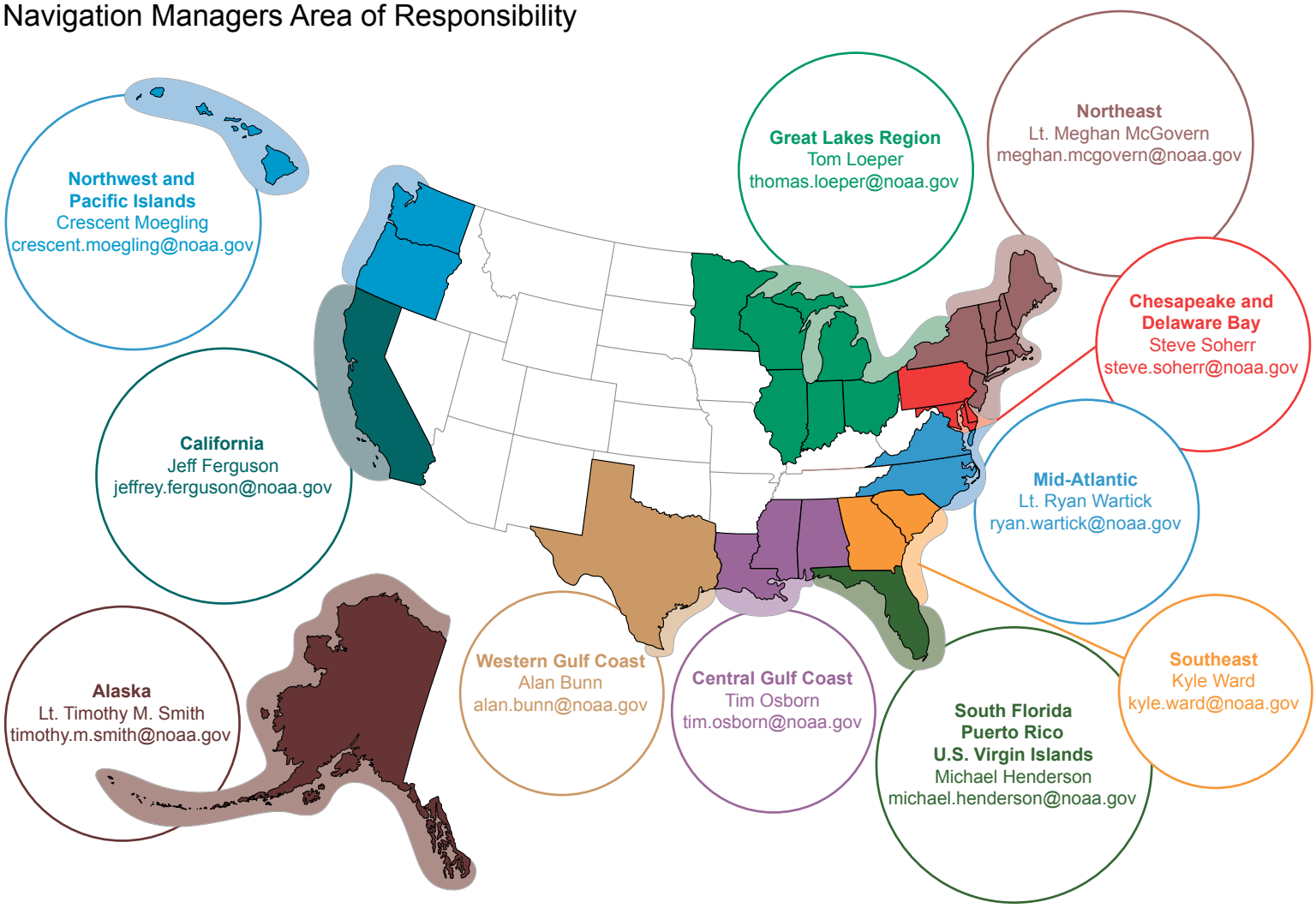


(Selected Excerpts from Coast Pilot)
Jekyll Island is a State Park; several large park buildings, formerly private homes, are on the west side of the island, and on the east side are large motels and recreational buildings, bath houses, and the large prominent Aquarama (a large indoor swimming pool and auditorium). Several fishhavens are within 13 miles east and southeast of Jekyll Island. Shoals extend 3 to 5 miles offshore.
St. Andrew. The entrance to the sound is over a shifting bar that extends 5 miles offshore. Vessels should stay in 5 fathoms or more until the outer buoy is sighted. The channel into the sound is marked by buoys. Vessels with a draft of 10 feet should have little difficulty entering the sound. The depth was 12 feet in the buoyed entrance channel. The entrance is used only by local shrimp boats.
A sunken wreck was reported 1.9 miles east of the abandoned lighthouse in about 30°58'32"N., 81°22'37"W.
In the sound are extensive shoals, between which channels lead to the principal tributaries: Jekyll Sound on the north, Satilla River on the west, and Cumberland River on the south.
Little Satilla River with local knowledge about 10 feet could be taken from the entrance to Fancy Bluff Creek. Small craft going to landings on the river enter from South Brunswick River through Fancy Bluff Creek.
St. Andrew Sound, between Jekyll Island and Little Cumberland Island, is about 7 miles southward of St. Simons Sound and 17 miles northward of St. Marys Entrance.
The entrance to the sound is over a shifting bar which extends about 5 miles offshore. Vessels should stay in 5 fathoms or more until the outer buoy is sighted. The channel into the sound is marked by buoys. Vessels with a draft of about 10 feet should have little difficulty entering the sound. In May 1983, the reported controlling depth was 12 feet in the buoyed entrance channel.
In the sound are extensive shoals, between which channels lead to the principal tributaries: Jekyll Sound on the north, Satilla River on the west, and Cumberland River on the south.
Currents.–The current velocity is about 2 knots in the entrance; predictions are given in the Tidal Current Tables.
The best anchorage in the sound is in the channel on the western side of Little Cumberland Island. The anchorage has depths of 17 to 27 feet with good holding ground. Good anchorage is also found in the entrance of Jekyll Point.
Satilla River enters St. Andrew Sound from the westward through a narrow channel in the shoals. In 1963 and May 1975, shoaling to 1 foot was reported to exist just below the bend 9 miles above the entrance.
Satilla River Marsh Island Natural Area, a Marine Protected Area (MPA), is about 1.5 miles upstream of St. Andrews Sound on the S bank of the Satilla River. (See Appendix C for additional information.) Shrimp boats going to **Woodbine,** 22 miles above the mouth, use Bailey Cut, which was reported to have a controlling depth of about 4 feet, in May 1983, at its eastern entrance. The river is crossed by twin fixed highway bridges with clearances of 44 feet about 19.2 miles above the mouth. U.S. Route 17 highway bridge at Woodbine has a fixed span with a clearance of 43 feet. The Seaboard System Railroad (SCL) bridge adjacent to the westward has a swing span with a clearance of 5 feet. (See **117.1 through 117.59 and 117.369,** chapter 2, for drawbridge regulations.) Overhead power cables are 0.8 mile and 0.5 mile east of the bridges. The easternmost cable has a clearance of 57 feet, and clearance for the other cable is not known. The overhead power cable between the bridges has a clearance of 61 feet.
The mean range of tide is 6.7 feet about 5 miles above the mouth and 3.2 feet at Burnt Fort. The freshet variation at **Waycross,** 142 miles above the mouth, is about 12 feet. There is reported to be no appreciable rise at Woodbine during freshets.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Miami	Commander 7th CG District Miami, FL	(305) 415-6800

Navigation Managers Area of Responsibility

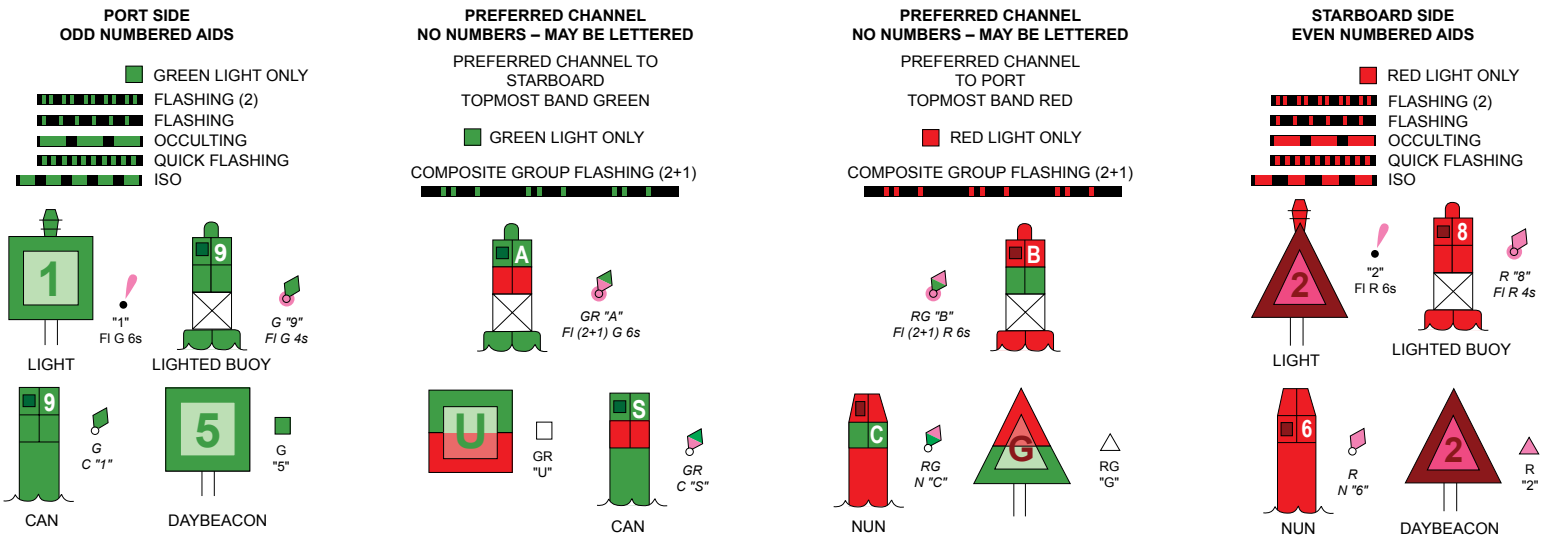


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Jacksonville, FL	KHB-39	162.550 MHz
Waycross, GA	WXK-75	162.475 MHz
Brunswick, GA	WWH-39	162.425 MHz

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

COLREGS

1

SOUNDINGS IN FEET

11504

44′ 43′ 42′ 41′ 40′ 39′

04′ 03′ 02′ 01′ 31°

Marsh

Waverly Creek

Quarterman Creek

Red Bluff

Marsh

OVHD PWR CAB

Goat I.

FIXED BRIDGE
HOR CL 75 FT
VERT CL 15 FT

White Oak

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

95

Tower Swamp

Marsh

Joins page 10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

For Symbols and Abbreviations see Chart No. 1

EGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ————

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

SCALE 1:40,000

Nautical Miles

Yards

Meters

ST ANDRE

38′ 37′ 36′ 35′ 34′ 33′

SOURCE

A	1990-1998	NOS Surveys	full bottom coverage
B1	1990-2000	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Maiden Creek

Marsh

Sparkman Creek

Noyes Cut

Crow Harbor

Crow Harbor Reach

Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

No. 1

llisions at Sea, 1972.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

SCALE 1:40,000

Nautical Miles

1 2 3

Yards

1000 2000 3000 4000 5000

Meters

1000 2000 3000 4000 5000

THE NATION'S CHA

UNITED STATE

GEC

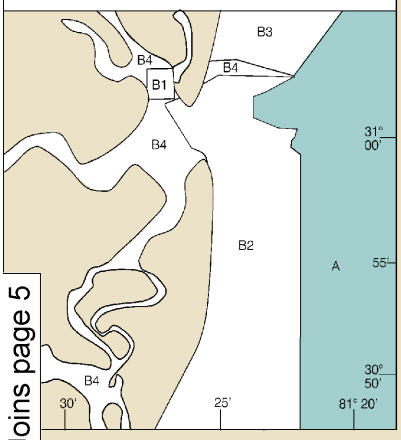
ST ANDREW SOUND

Formerly C&GS 448. 1st

37′ 36′ 35′ 34′ 33′ 32′ 31′

SOURCE

NOS Surveys	full bottom coverage
NOS Surveys	partial bottom coverage
NOS Surveys	partial bottom coverage
NOS Surveys	partial bottom coverage
NOS Surveys	partial bottom coverage



OURCE DIAGRAM

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t has been evaluated for charting. Surveys have been
m by date and type of survey. Channels maintained
ps of Engineers are periodically resurveyed and are
gram. Refer to Chapter 1, United States Coast Pilot.

Joins page 5

Maiden Creek

Honey Creek

Kirby Creek

Marsh

Ruins

Dover Bluff

Sparkman Creek

Noyes Cut

"A16"

"A17"

Joins page 12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

HARTMAKER SINCE 1807

ES – EAST COAST

ORGIA

D AND SATILLA RIVER

lst Ed., June 1875 KAPP 255

MERCATOR PROJECTION, SCALE 1:40,000 AT 30°58'
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

Additional information can be obtained at nauticalcharts.noaa.gov.

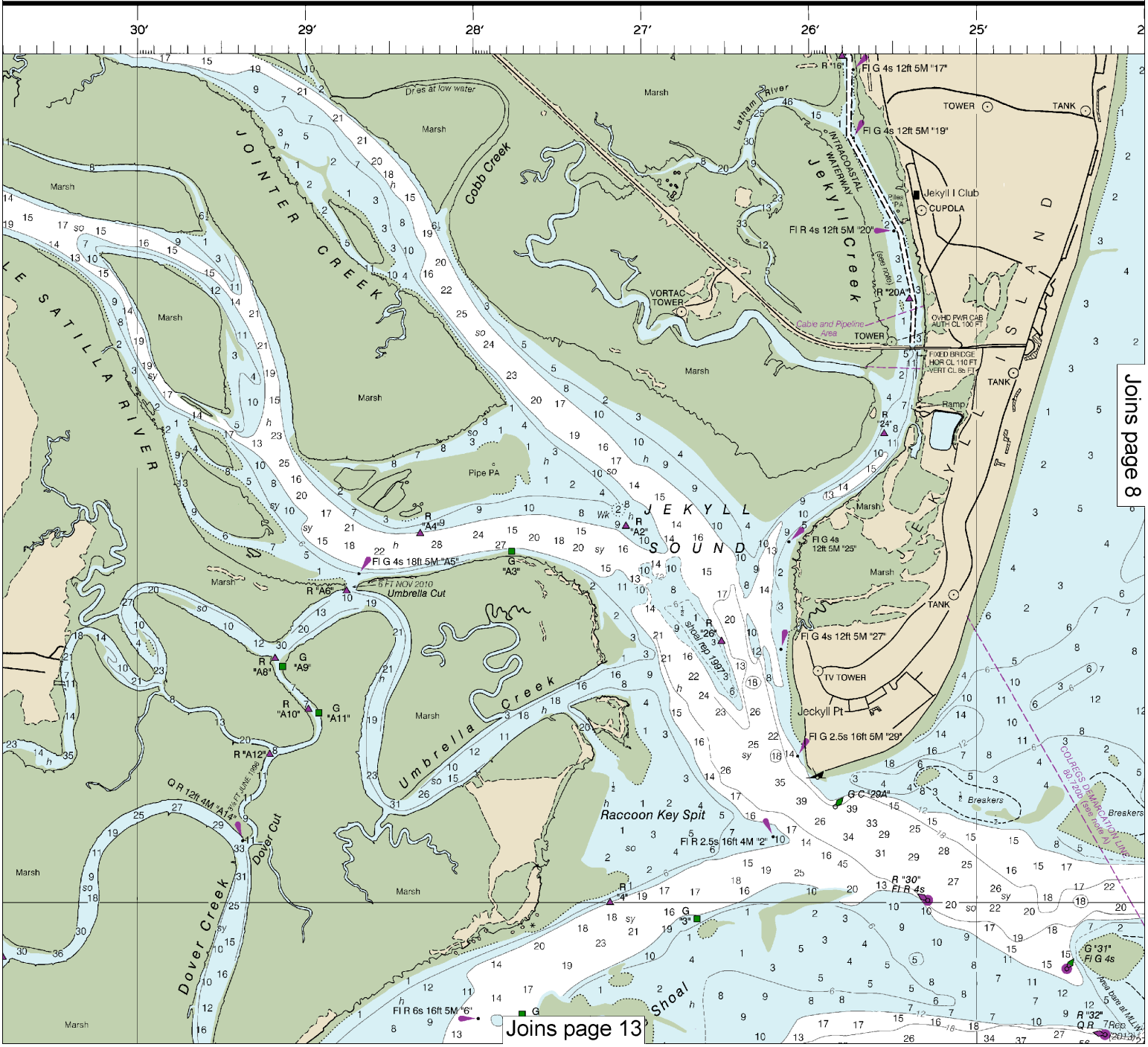
HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.842" northward and 0.644" westward to agree with this chart.

PLACE	
NAME	
Burnt Fort, Satilla River	(
Dover Bluff, Dover Creek	
Ceylon, Satilla River	(
Cumberland Wharf, Cumberland River	(30°
Crooked River, Cumberland Dividings	(30°

Dashes (- - -) located in datum columns indicat tide predictions, and tidal current predictions a

(Jun 2011)



Last Correction: 6/30/2016. Cleared through:
LNM: 2716 (7/5/2016), NM: 2716 (7/2/2016)

MERCATOR PROJECTION, SCALE 1:40,000 AT 30°58'
SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER
North American Datum of 1983
(World Geodetic System 1984)

Additional information can be obtained at nauticalcharts.noaa.gov.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.842" northward and 0.644" westward to agree with this chart.

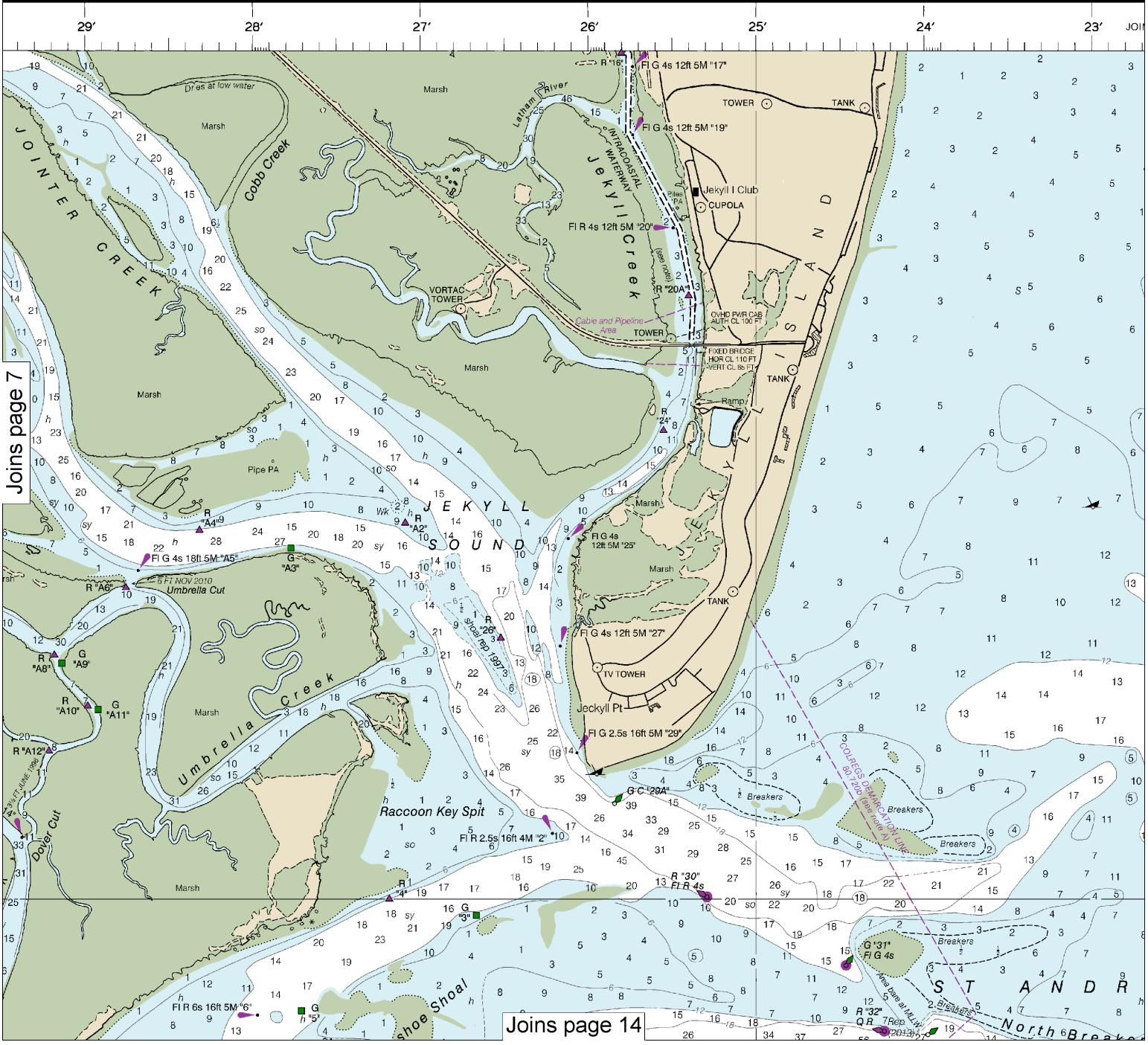
TILLA RIVER

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings: Mean Higher High Water	Mean High Water	M Low
		foot	foot	fe
Burnt Fort, Satilla River	(30°57'N/81°54'W)	3.5	3.3	C
Dover Bluff, Dover Creek	(31°1'N/81°32'W)	7.6	7.2	C
Ceylon, Satilla River	(30°58'N/81°39'W)	7.2	6.8	C
Cumberland Wharf, Cumberland River	(30°55.8'N/81°26.8'W)	7.4	7.0	C
Crooked River, Cumberland Dividings	(30°50.6'N/81°29.2'W)	7.4	7.0	C

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time wate tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.

(Jun 2011)



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

gs (MLLW)

Mean w Water
feet
0.1
0.2
0.2
0.2
0.2

ter levels, a.gov.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE B
RECOMMENDED WHALE AVOIDANCE PRECAUTIONARY AREA

The precautionary area shown on this chart is RECOMMENDED for use by all vessels traveling within its limits. This precautionary area has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. CAUTION: Full bottom coverage surveys have not been conducted within the precautionary area, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Savannah, Georgia.

Refer to charted regulation section numbers.

CAUTION

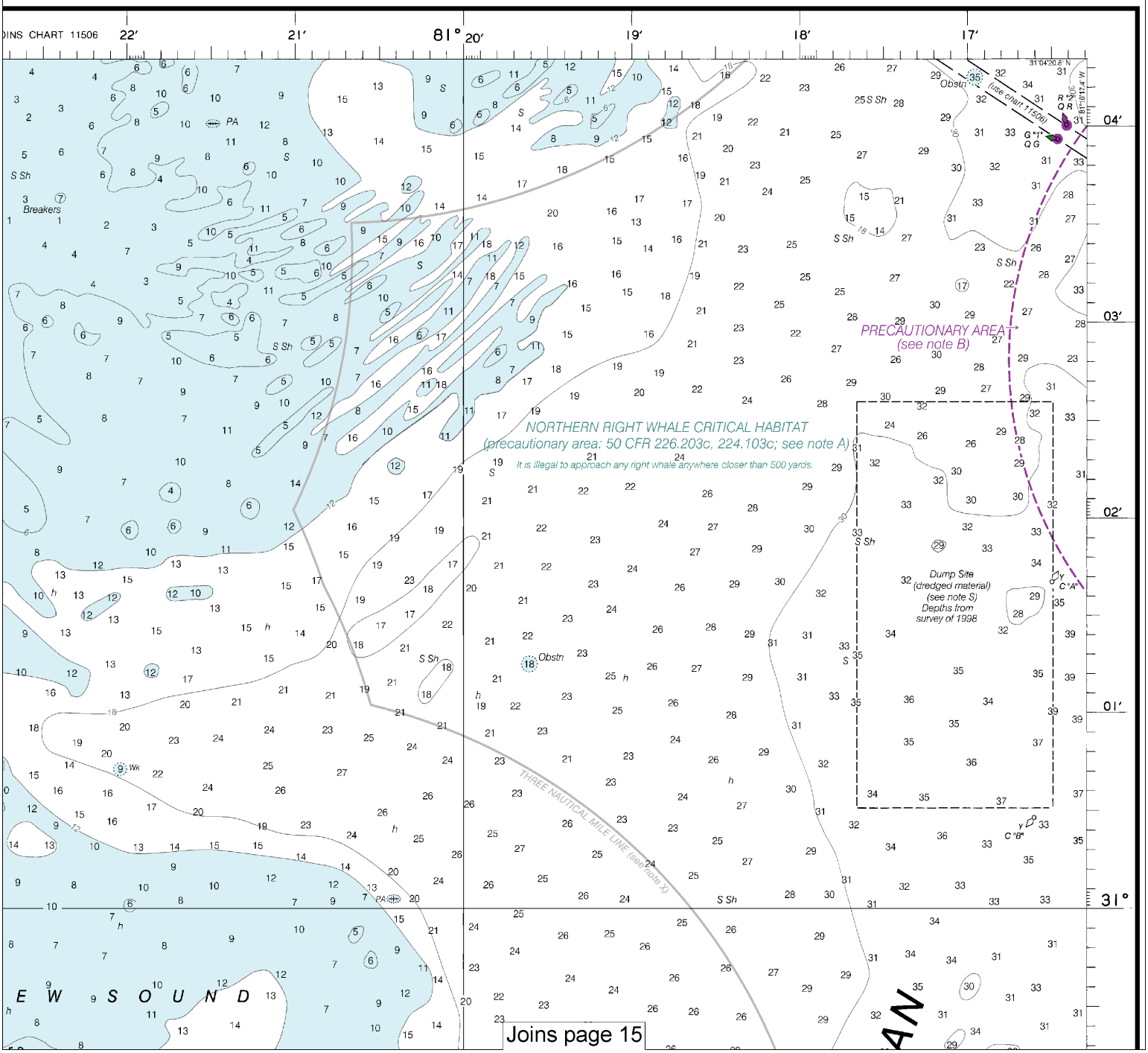
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

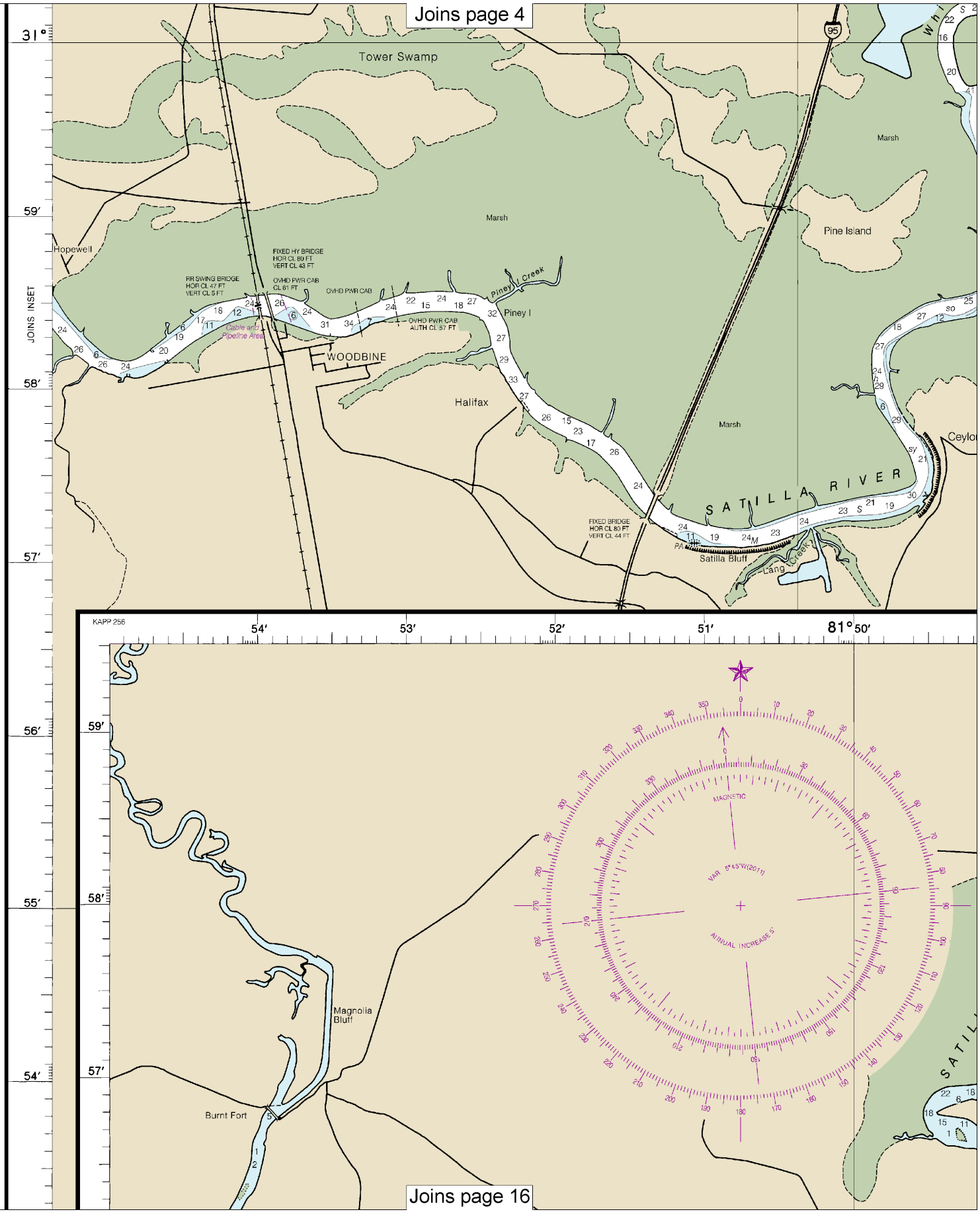
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.





10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

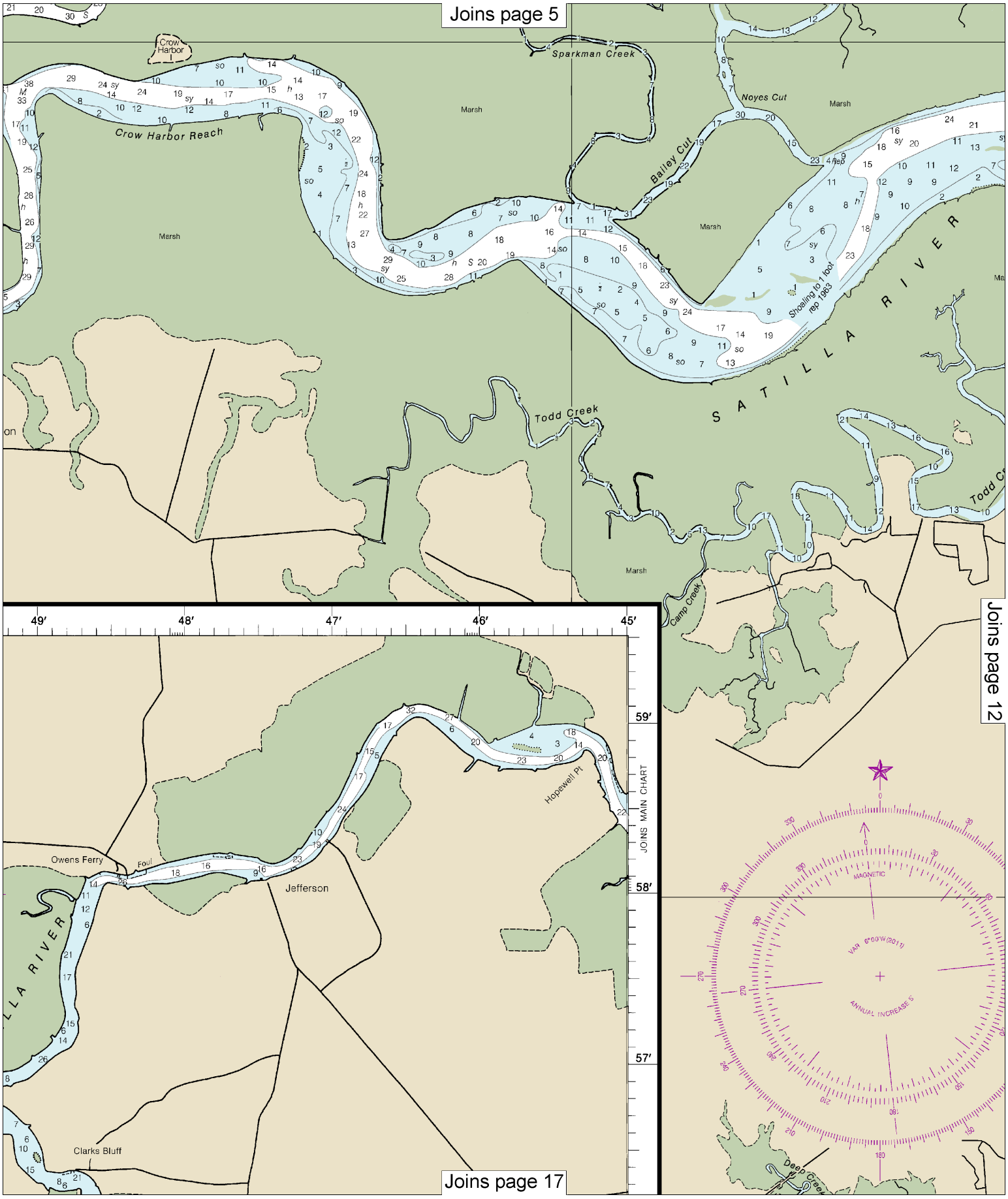
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 5
Crow Harbor
Sparkman Creek
Noyes Cut
Bailey Cut
Crow Harbor Reach
Marsh
Shoaling to 1 foot rep 1983
SATILLA RIVER
Todd Creek
Camp Creek
Joins page 12
49′
48′
47′
46′
45′
59′
58′
57′
JOINS MAIN CHART
Hopewell Pt
Owens Ferry
Foul
Jefferson
Clarks Bluff
Deep Creek
Joins page 17
MAGNETIC
VAR 6°00'W (2011)
ANNUAL INCREASE 0

12

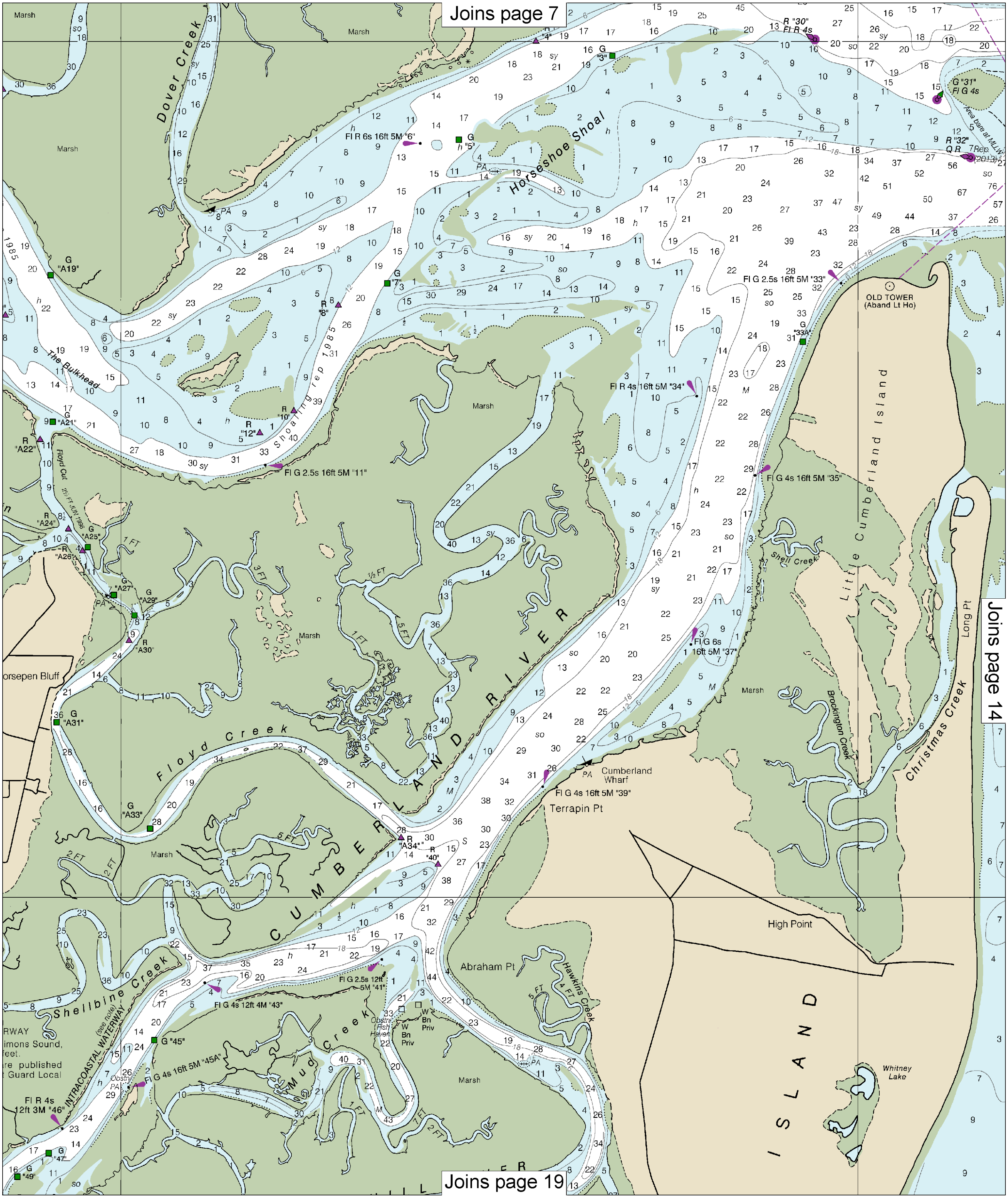
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

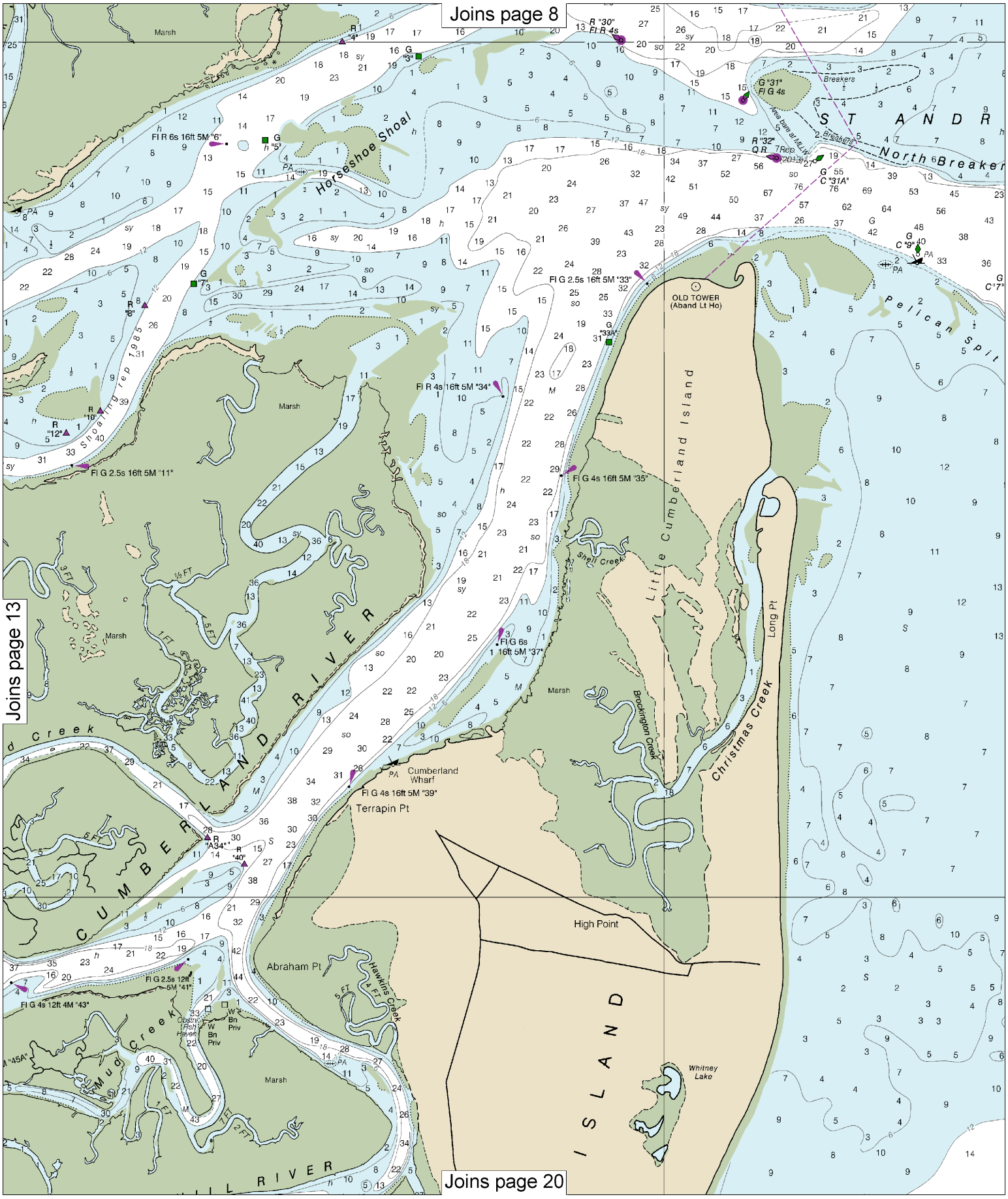
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Joins page 7
Joins page 14
Joins page 19
Dover Creek
Marsh
Horseshoe Shoal
Fl R 6s 16ft 5M "6"
G "5"
G "3"
R "4"
R "30" Fl R 4s
G "31" Fl G 4s
R "32" Q R
G "A19"
The Bulkhead
Shoaling rep 1985
R "8"
G "7"
R "10"
R "12"
Fl G 2.5s 16ft 5M "11"
G "A21"
R "A22"
Floyd Cut
R "A24"
G "A25"
R "A26"
G "A27"
G "A29"
R "A30"
Horsepen Bluff
G "A31"
Floyd Creek
G "A33"
R "A34"
R "40"
CUMBERLAND RIVER
Fl G 2.5s 16ft 5M "33"
G "33A"
OLD TOWER (Aband Lt Ho)
Fl R 4s 16ft 5M "34"
Fl G 4s 16ft 5M "35"
Fl G 6s 16ft 5M "37"
Little Cumberland Island
Shell Creek
Long Pt
Brockington Creek
Christmas Creek
Cumberland Wharf
Fl G 4s 16ft 5M "39"
Terrapin Pt
High Point
Abraham Pt
Hawkins Creek
Fl G 2.5s 12ft 5M "41"
Fl G 4s 12ft 4M "43"
Shellbine Creek
INTRACOASTAL WATERWAY
G "45"
Fl G 4s 16ft 5M "45A"
Fl R 4s 12ft 3M "46"
G "47"
G "49"
Mud Creek
Obstn Fish Haven
W Bn Priv
Whitney Lake
ISLAND



14

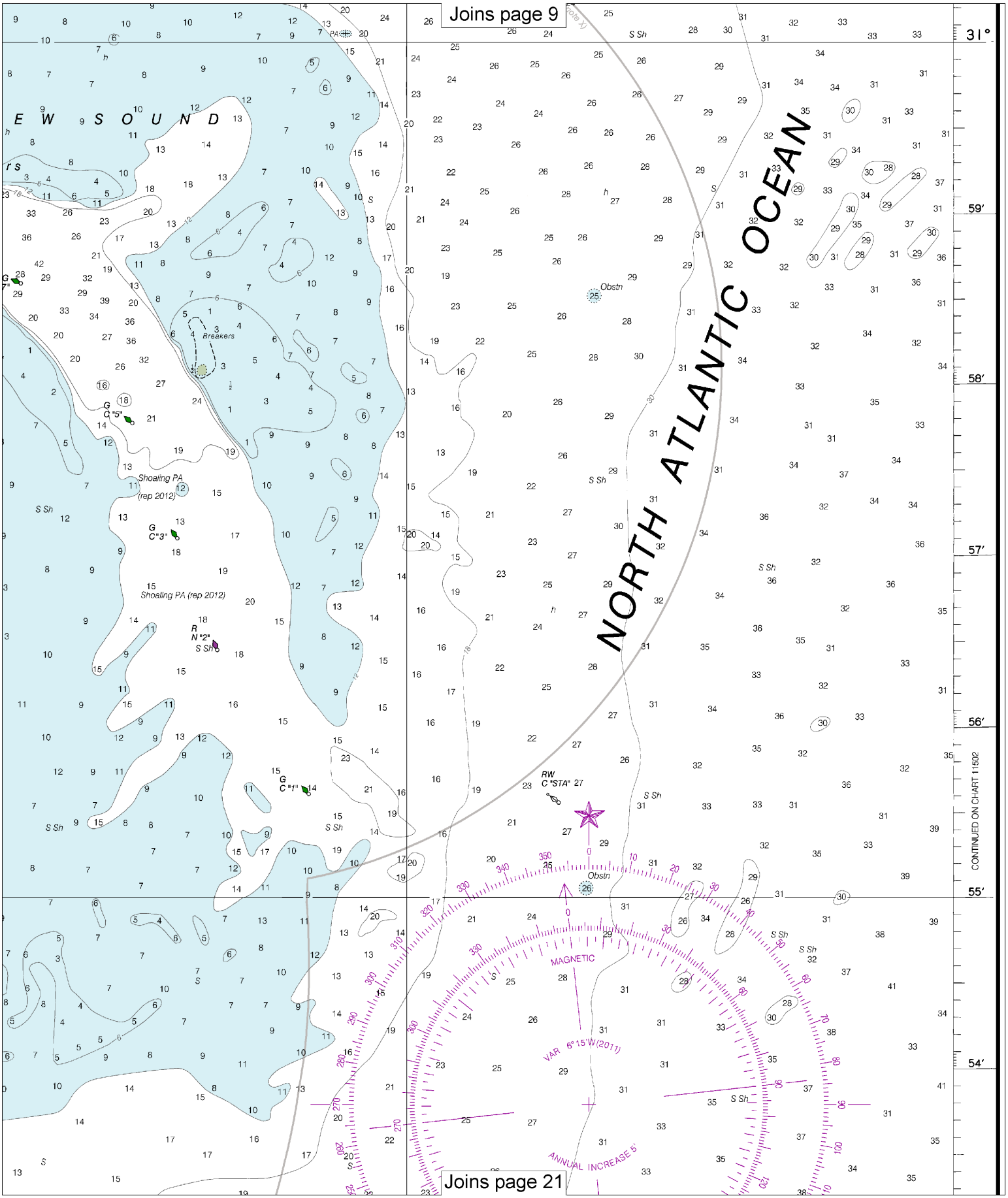
Note: Chart grid lines are aligned with true north.

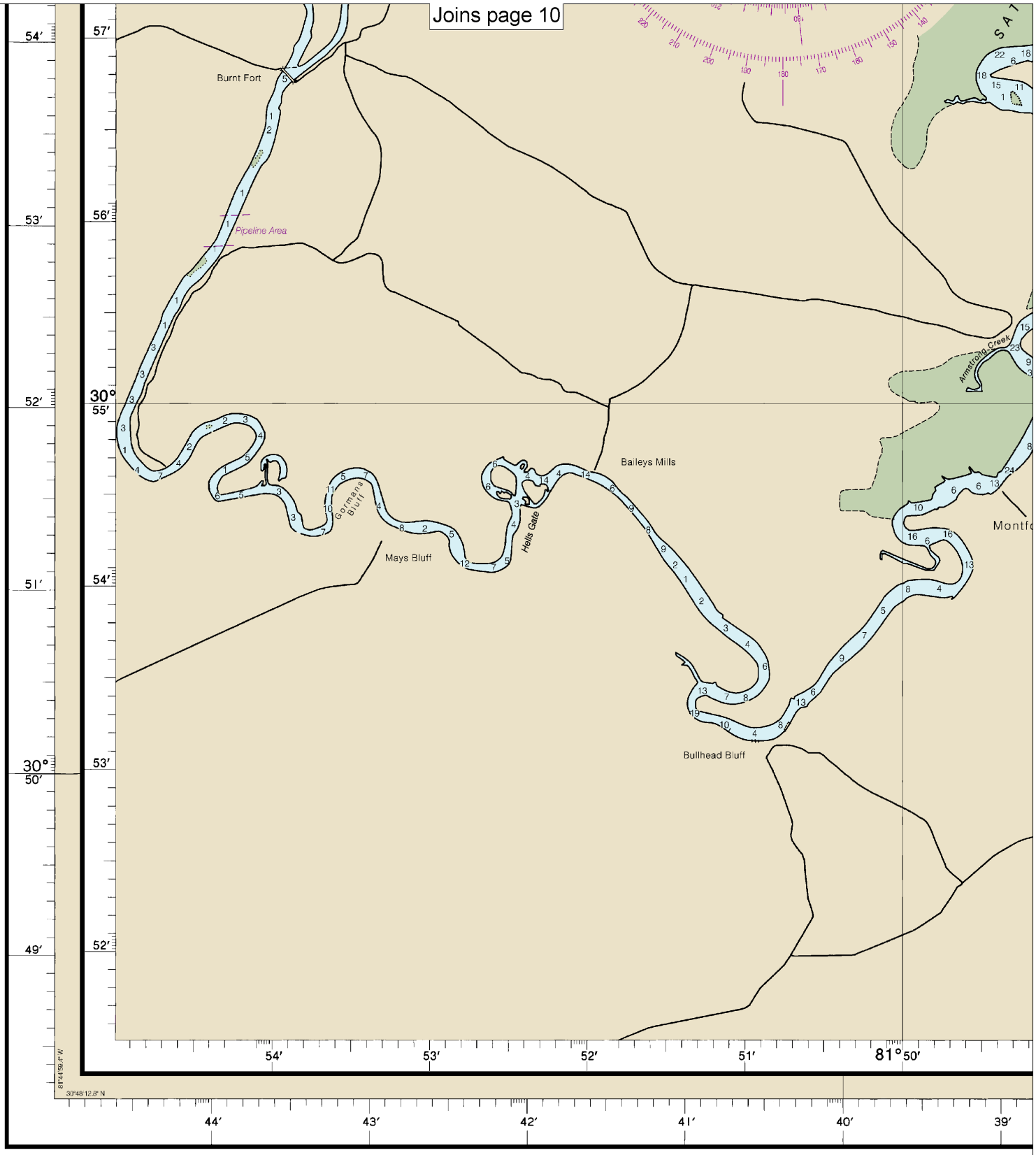
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 9
E W S O U N D
NORTH ATLANTIC OCEAN
Breakers
Shoaling PA
(rep 2012)
Shoaling PA (rep 2012)
Obstn
RW
C "STA" 27
G
C "5"
G
C "3"
R
N "2"
G
C "1"
S Sh
MAGNETIC
VAR 6° 15'W(2011)
ANNUAL INCREASE 5'
31°
59'
58'
57'
56'
55'
54'
CONTINUED ON CHART 11502
Joins page 21



18th Ed., Jun. 2011

11504

Last Correction: 6/30/2016. Cleared through:
LNM: 2716 (7/5/2016), NM: 2716 (7/2/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

16

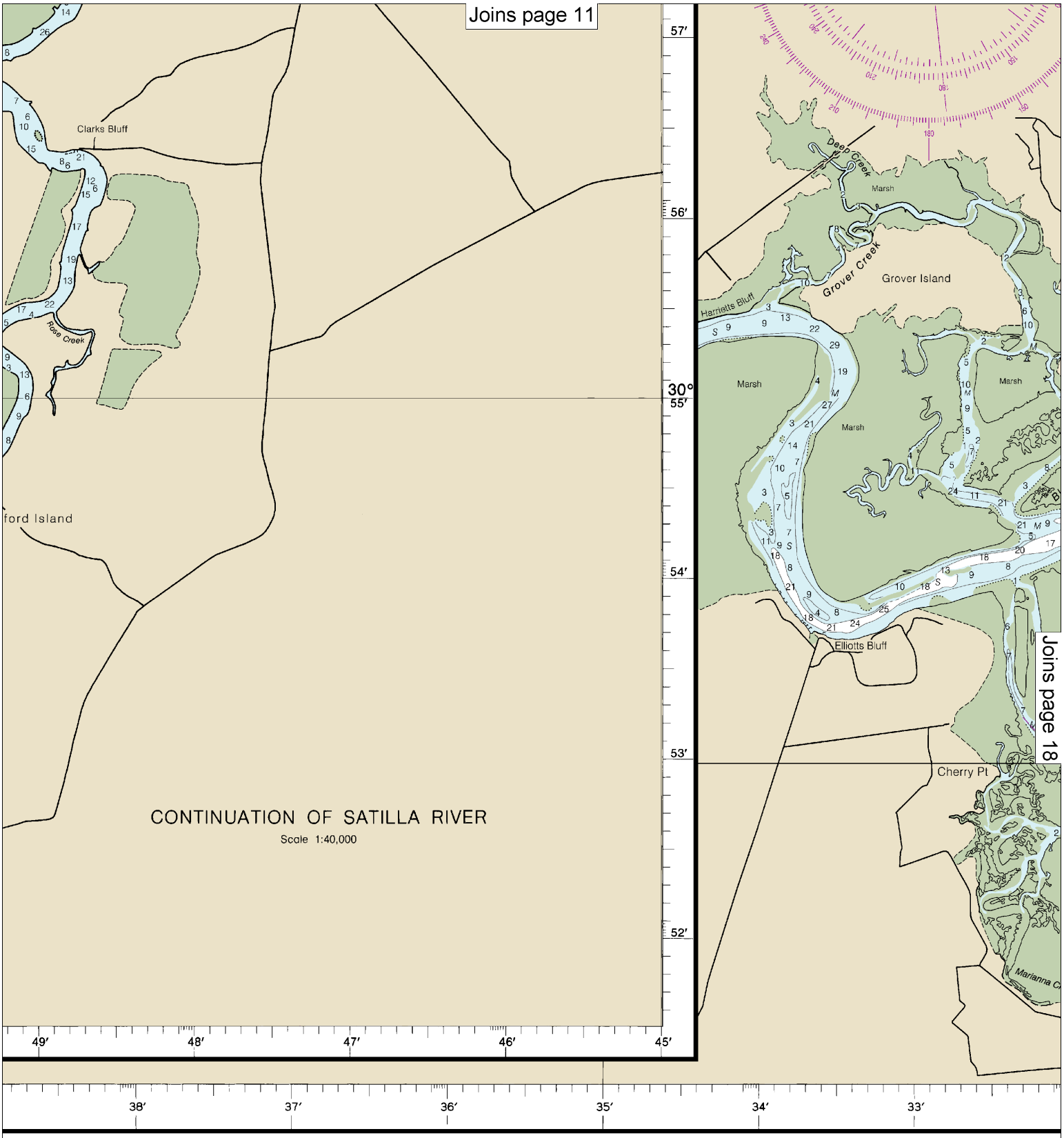
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



CONTINUATION OF SATILLA RIVER

Scale 1:40,000

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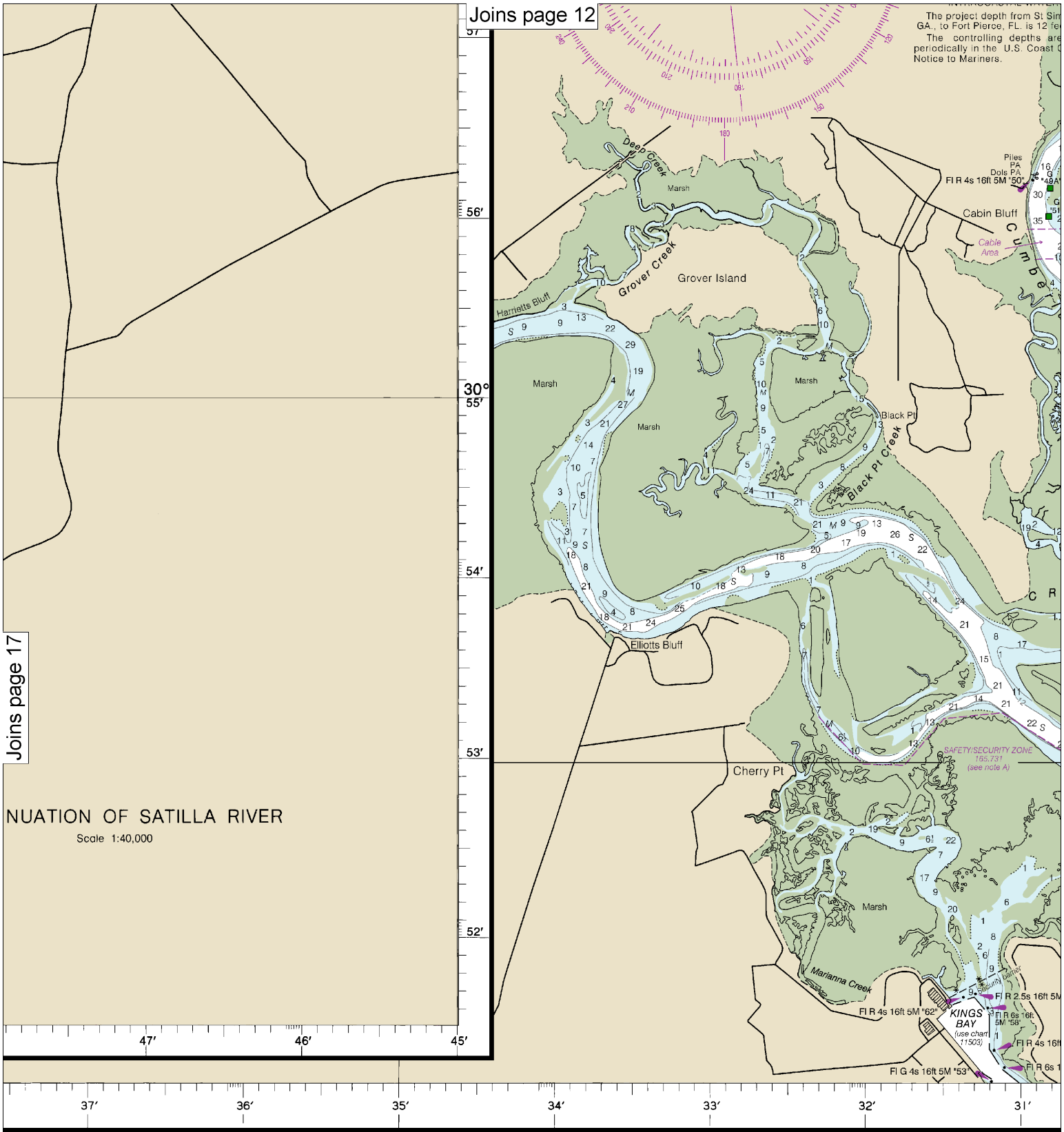

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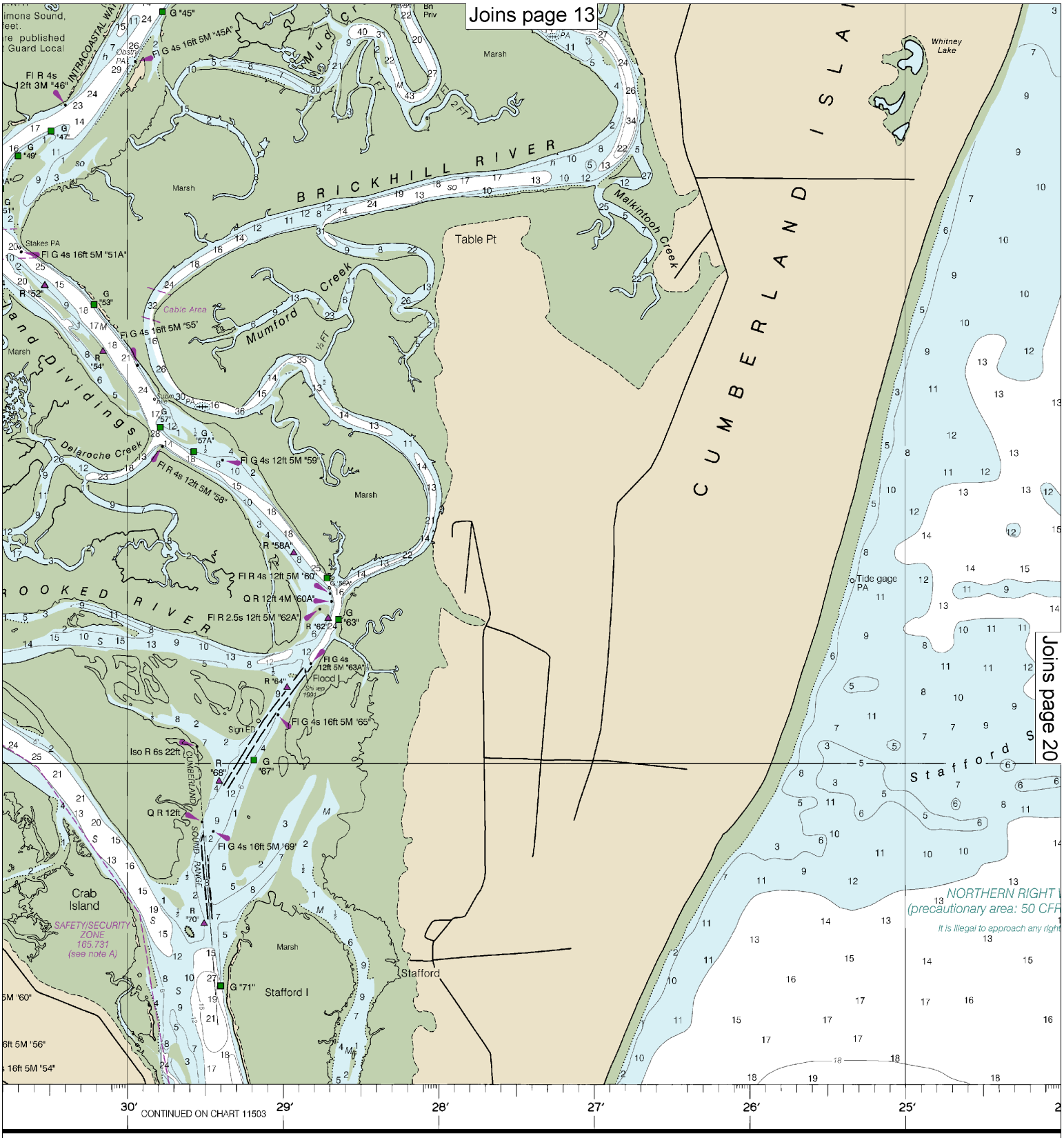
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



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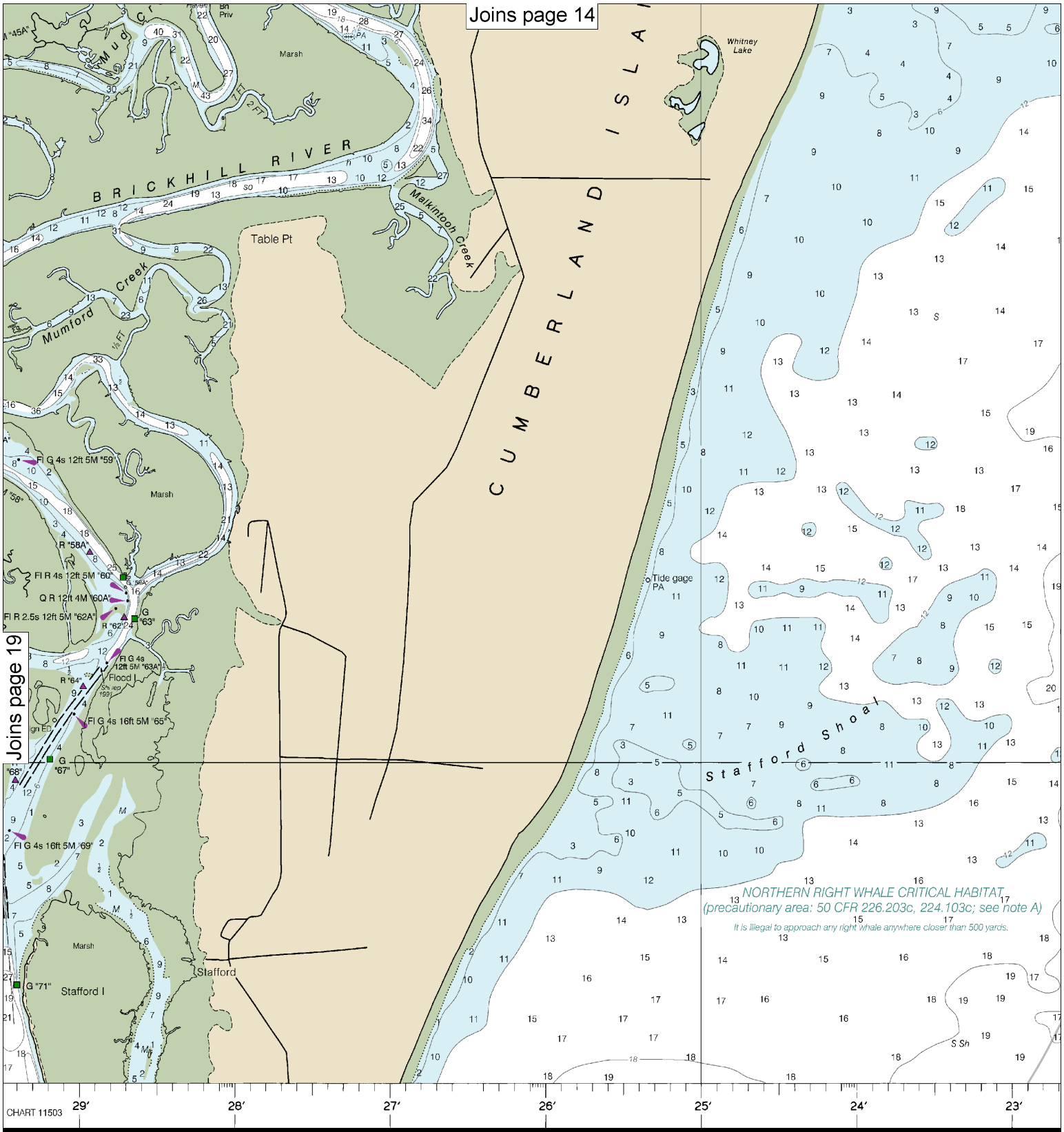
SOUNDINGS



SOUNDINGS IN FEET

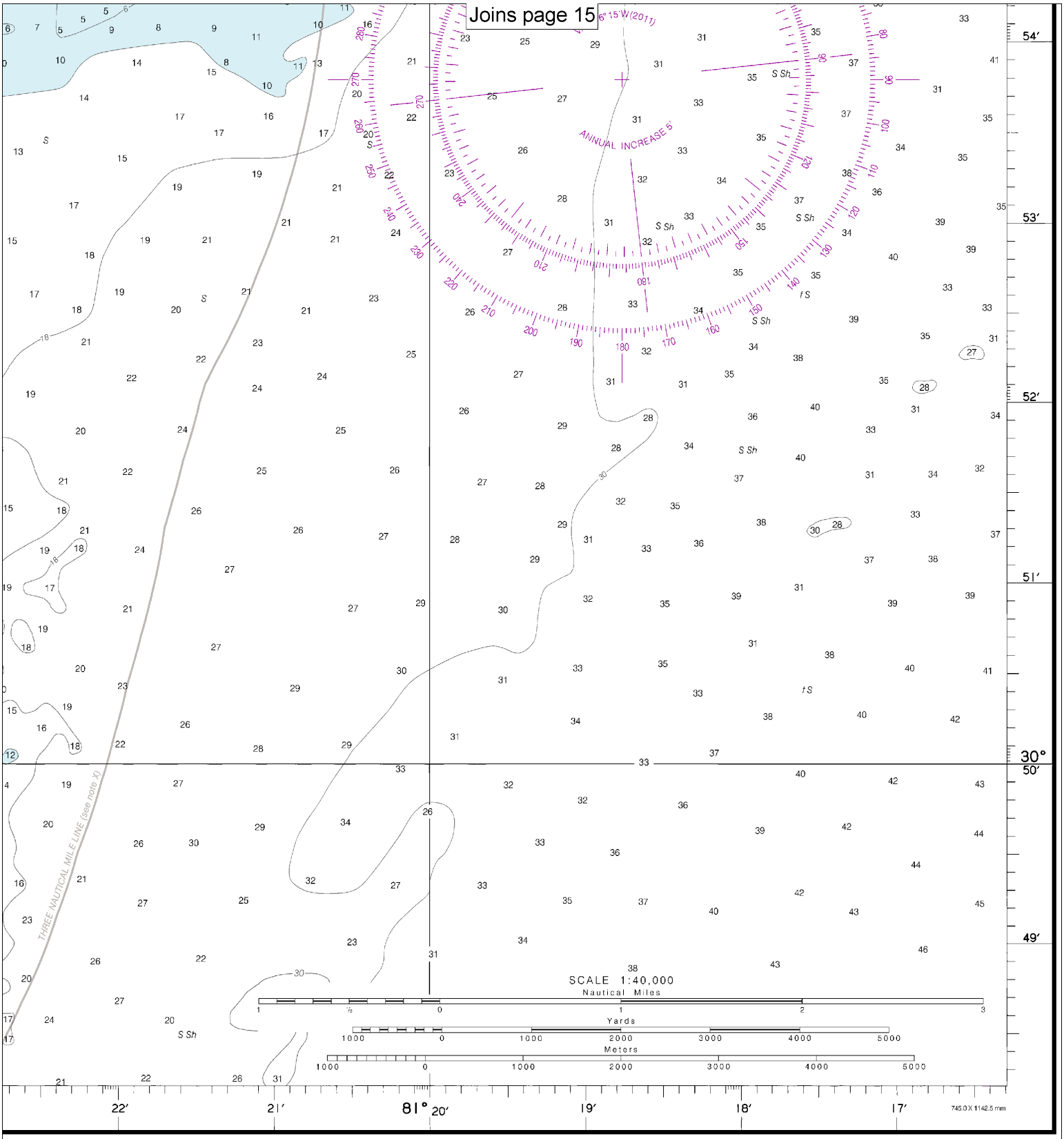
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



FATHOMS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17

FEET 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102

METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

St Andrew Sound and Satilla River

SOUNDINGS IN FEET - SCALE 1:40,000

11504

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
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